

Document #4805

9/25/86

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9/25/86
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RESOLUTION OF THE BOSTON REDEVELOPMENT AUTHORITY
REGARDING DISPOSITION POLICIES FOR THE KINGSTON-BEDFORD
GARAGE, ESSEX STREET LOT, AND PARCEL 18

1. THE UNDERREPRESENTATION OF MINORITIES IN
PREDOMINATELY PRIVATELY FINANCED GROWTH
ECONOMY

WHEREAS, for many years Boston hosted a "no growth" economy, based primarily in the manufacturing sectors. This "no growth" economy lacked the economic power to improve the conditions of the city's poorest residents. Since its transformation into a thriving services economy, the Boston economy can only be characterized as one of rapid growth. Over \$7 billion was invested in Boston over the last nine years. In addition, the city has approved \$3 billion in private downtown development projects since mid-1984; employment growth has followed quickly behind capital investment. Employment in the financial, insurance, educational, medical, and business and professional sectors in the city has grown 26% since 1976. Yet the vast majority of these jobs, and the other economic benefits generated by this growth, have not directly reached Boston's low and moderate income residents, and in particular, the city's minority residents. In fact, poverty is on the rise in this city of prosperity.

At 21%, the share of Boston's population living in poverty in 1984 was 50% higher than the national average. Of the city's 16 neighborhoods, six had poverty rates above 27%. Minority residents are much more likely to have poverty-level incomes. Last year, half of all Hispanics, 40% of Asian residents, and 28% of black residents had income below the poverty line compared to 13% of white residents. Based on its own analysis of federal,

state, municipal and private reporting data, and based on an extensive household survey of Boston in 1985, the Authority finds the following conditions affecting minorities in Boston.

- o Minority Employment Lowest in Downtown Economy. As a regional economic center, Boston provides employment opportunities for over 583,000 workers. In the last nine years, Boston has added 83,000 new jobs; another 10,000 are expected to be generated in 1986. The 2.2 square mile area of downtown enjoys the vast majority of all new real estate development and business activity while many neighborhoods receive little investment. Moreover, both the number and proportion of Boston jobs held by residents have fallen sharply over the past 25 years: down from 235,000 (44%) in 1960 to 181,500 (31%) in 1985. A recent BRA study indicates that residents' share of downtown office jobs has dropped further. The share of minority resident workers employed downtown is even lower, at 16%.
- o Median Income and Wages Lower for Minorities. Although the level of per capita income in Boston remains relatively lower, its growth rate outpaced those of the metropolitan area, the Commonwealth, and New England between 1982 and 1984. Average annual wages have been consistently higher in the city than in the metropolitan area and the Commonwealth each year between 1980 and 1984. Yet, due to the larger share of commuters holding professional jobs, Boston's resident per capita income is significantly lower than that for the suburbs. Among city residents, median income for white households is \$22,543, compared to only \$13,699 for minority households.
- o Unemployment Rate Drops but Remains Significantly Higher for Minorities. Boston's employment has grown in recent years, to a high of 583,000 in 1985, reflecting the city's specialization in the broad range of services-based industries, the fastest-growing sectors of the national economy. Downtown employment at 280,000 increased by over 18,000 (6.3%) in 1982-85, accounting for almost 60% of total job growth in the city. Business and professional services generated more than half of the new jobs. Jobs in the city grew by 83,000 from 1976 through 1985, including 35,000 alone in the last three years. Unemployment rates have fallen from a Boston high of 12.8% in 1975 to 4.6% by 1986, over 2.5 points lower than the national rate. The unemployment rate for minorities, however, is as high as 10%, compared to only 3% for whites.
- o Low Minority Participation in the Growth Economy. Over the past 15 years, minorities have represented a growing share of Boston's residents: from 18% in 1970, to 34% of the city's current population. Black residents constitute 23% of Boston's total population, Hispanic residents 7%, and Asian residents 4%. Minorities are expected to constitute up to 40% of the Boston population by 2000.

In general, Boston's minority residents do not participate in business to a degree consistent with the minority share of the population. Although the number of black-owned enterprises more than doubled from 1977 to 1982, the number of black-owned firms with paid employees decreased.

Only 123, 10%, of the Black-owned businesses in Boston had paid employees in 1982; 90% of Black-owned businesses were individual enterprises. Black-owned firms with paid employees accounted for less than 1% of the total business establishments in Boston, far below the 23% share of the city population accounted for by Blacks. Furthermore, Black firms averaged six employees per firm, compared to the city average of 24 employees per establishment. The enormous growth in development has not given rise to opportunities for minority professionals.

- o No Evidence of Minority Participation in Equity in the Development Economy. Downtown Boston has experienced unprecedented growth, yet numerous studies and reports indicate that minority developers and business enterprises have not participated in or been benefitted by major development projects in Boston to any significant extent. There is no record of significant minority involvement in the ownership, management, design, or operation of downtown buildings. In a comprehensive report entitled The Emerging Black Community of Boston (Institute for the Study of Black Culture, University of Massachusetts at Boston, October, 1985), the authors' examination of statistical data, studies, and interviews with minority developers and businessmen lead them to conclude that:
 - "No black developer has a hand in shaping the new physical form the city is taking."
 - "No large black business has emerged in the city's economic renaissance."
 - "Blacks are often victims of discrimination with respect to job opportunities in Boston."

The study also states that Blacks are excluded from the boards of directors of literally all of the city's most powerful businesses and institutions, and from executive managerial and administrative positions. A study by the Authority entitled Indicators of Minority Participation in Boston's Growing Economy (September 1986) confirms that, in 1985, Whites held 80% of such jobs while Blacks held 12%, Asians 5%, and Hispanics 4%. The significance of this imbalance is not only that professional/technical/managerial jobs are higher paying, but that these job categories are expected to account for 37% of the total job growth between 1985 and 1990. Similarly, minorities held a disproportionately small share of jobs in the construction sector, one of the fastest growing sectors in the Boston area. Of construction jobs held by Boston residents in 1985, only 11% were held by Blacks, 8% by Hispanics, and less than 1% by Asians.

- o Strong Economic Outlook Provides Opportunity to Remedy Underrepresentation of Minorities. Projections of Boston job and economic growth over the next 10 to 20 years by local and national sources reveal a continuing economic resurgence. Boston's employment is forecast to grow at an annual pace of 10,000 jobs through 1995 with an estimated faster increase for areas outside of the downtown core. Services and finance will remain the leaders but some newer growth in manufacturing, construction, and retailing is expected.

Boston's bright economic picture is underscored by national projections of regional growth. The Department of Commerce ranks metropolitan Boston to have the third best job growth of the 30 largest metro areas in the nation to the year 2000, while the National Planning Association rates metro Boston as number two, following Los Angeles. The City of Boston has a good opportunity to improve the economic standing of its residents, especially minorities, and its neighborhoods over the next few decades, if access is provided to the predominately privately financed growth economy.

Based upon past experience, the information it has gathered, and extensive working relations with private development groups, the Authority finds that absent a special effort to provide access for minorities to the development economy, the capacity and opportunity to do so will most likely be denied. Further, the Authority finds that absent the opportunity to participate in all aspects of the growth economy deprives minorities of the chance to reverse the rising tide of poverty in minority communities.

2. THE UNDERREPRESENTATION OF MINORITIES IN
THE PRIVATE DEVELOPMENT ECONOMY AND THE
NEED FOR AN AFFIRMATIVE ACTION REMEDY

WHEREAS, the Authority, in its capacity as an urban renewal agency and in its capacity as the planning board of the City of Boston, regulates the private development economy through recommendations to the Zoning Commission on zoning matters, through recommendations to the Board of Appeal on applications for zoning relief, through its land use planning responsibilities, through the urban renewal process set out in M.G.L. Chapter 121A and 121B, through the design and environmental review process, and through its other responsibilities. Based on its extensive knowledge of the private real estate economy, the Authority finds that an underrepresentation of minority developers exists in the development of a large commercial real estate projects in the City of Boston. The Authority's records show that in the projects approved in two recent reports, entitled "Downtown Projects" and "Downtown

Projects III", there has not been a single minority developer engaged in the private development of large commercial projects in the City of Boston. These two reports recommend the approval of sixteen large-scale projects with a total development value of over \$1,556 million. The Authority takes note of the extensive reports and other data contained in the domain of the Authority which shows that minorities are underrepresented the development activities relating to large-scale commercial projects in the City of Boston. The Authority finds that the exclusion of minorities from the development of large-scale commercial office buildings acts to restrict the number and diversity of market participants, and thereby, adversely affects the quality of development in Boston; and further, that such exclusion shows no immediate signs of being reversed without affirmative action being employed; and further, that affirmative action is required to build the capacity of minority developers to compete effectively in the market economy free from affirmative action measures.

3. THE BRA'S AUTHORITY TO DEVELOP DISPOSITION
POLICIES FOR FIVE MUNICIPAL GARAGES; THE
LACK OF MINORITY PARTICIPATION IN THIS
ECONOMIC DEVELOPMENT PROGRAM

WHEREAS, The Public Facilities Commission (PFC), in accordance with Chapter 190 of the Acts and Resolves of 1982, is authorized to dispose of any and all city-owned off-street parking structures, including the real estate related thereto, as surplus property; and whereas on November 16, 1982, in accordance with §3(f) of said Chapter 190, the PFC delegated to the BRA the authority to study and establish goals and criteria for the disposition and future development of five municipal parking facilities in Boston: Government Center Garage, St. James Avenue Garage, Kilby Street Garage, Fort Hill

Square Garage, and Kingston-Bedford Garage. In 1983, a program was initiated to dispose of the garages. As of this date, all but the Kingston-Bedford Garage have been approved for redevelopment following the Authority's solicitation of development interest from developers and recommendations to the City of Boston Real Property Department and Public Facilities Commission concerning the tentative and final designations of developers. In the course of soliciting private development interests in those four garages, the Authority published requests for proposals (RFPs), which set out development guidelines and other criteria. No public financing was offered for subsequent development. These RFPs were responded to and development proposals were submitted to the Authority for each garage from prospective developers. Developers were then selected to redevelop each garage site; the resulting developments will total \$843 million dollars. The Authority finds that minority developers were underrepresented in these projects, as none of the projects provided minority developer equity. In view of current city policy to solicit development proposals from a wide range of developers, the Authority further finds that a development program for Kingston-Bedford garage, and those parcels related to the garage through the Parcel to Parcel Linkage Program, is necessary to remedy the under-representation of minority developers in the garage disposition program. The Authority further finds that it bears the responsibility to adopt and implement such an affirmative action plan since it acts as development agent to the city, and with respect to Parcel 18, as development agent to the city and the state, and since it obtains its expertise in development matters through its role as the city's urban renewal authority pursuant to M.G.L. c. 121B, as the State Housing Board in connection with the administration of projects pursuant to M.G.L. c. 121A, and as the planning board for the city of Boston pursuant to M.G.L. c. 41 § 70.

The Authority also takes notice of the very significant development opportunity that arises from the right to redevelop a downtown garage, and concludes that requiring minority participation in subsequent redevelopment is necessary to remedy the exclusion of minorities from the predominately private development economy.

4. THE EXCLUSION OF MINORITIES FROM PARTICIPATION
IN ECONOMIC AND DEVELOPMENT OPPORTUNITIES
AND GOVERNMENTAL REMEDIES

WHEREAS, minorities are underrepresented in the attainment of economic and development opportunities in the City of Boston, the State of Massachusetts, and the United States, and whereas governmental entities have recognized and sought to redress this inequity through the enactment of various laws and executive orders, including but not limited to the following:

- o Mayoral Executive Order of June 28, 1978, entitled "Encouraging Minority Business Enterprise," which Order is designed to assure the participation of Minority Business Enterprises in the City's contracting process, and which requires a ten percent (10%) set-aside of the value of all construction, goods, and services procured by the City during each fiscal year, and requires further a thirty percent (30%) set-aside of same in "impact areas;"
- o Municipal Law, Chapter 30, Ordinances of 1983, entitled "The Boston Residents Jobs Policy," which Order states that Black, Hispanic, Asian and native American residents of the City of Boston have historically been systematically excluded from the construction trades and unions in the City of Boston, and which requires that twenty-five percent (25%) of the total employee manhours on any construction project funded in whole or in part by city funds shall be by minorities;
- o Mayoral Executive Order of July 12, 1985, entitled "Extending the Boston Residents Job Policy," which Order states that the exclusion of minorities from the construction trades and unions in the City of Boston is still prevalent, and that such exclusion can and does exacerbate racial tensions as a result of the competition for scarce construction jobs, and which requires that twenty-five percent (25%) of the total employee workhours on any private project or substantial rehabilitation project shall be by minorities;
- o Boston City Council Order of January 30, 1985, entitled "Development Guidelines for the Dudley Square Development District," which orders that the development guidelines for all parcels within the District include equity participation by community organizations and minority entrepreneurs;

- o City Ordinance of 1986 entitled, "The Boston Employment Commission," which order establishes a body that is uniquely suited to encourage and foster the progress of Boston residents in securing construction jobs and permanent employment in the surging downtown economy. The Boston Employment Commission has the authority to require developers of Covered Projects to submit: (i) detailed plans that show how the developer intends to meet the Boston Resident Construction Jobs Standards; and (ii) detailed plans that show how the developer intends to meet MBE/WBE goals contained in City contracts or that arise from city, state, or federal laws, regulations, or policies.
- o State Executive Order 237, issued March 19, 1984, entitled "Minority Business Development," which Order states that it is based on the fact that Minority Business Enterprises frequently face inordinate problems in achieving viable economic status, and which provides that each executive office, agency, department, board and commission must award at least ten percent (10%) of the total value of construction projects let by it in each fiscal year to minority Business Enterprises, and at least five percent (5%) of the total value of contracts for supplies and services to Minority Business Enterprises;
- o Regulations of the Department of Housing and Urban Development pertaining to Urban Development Action Grant (UDAG) eligibility, such as 24 CFR § 570.459, which regulation provides for Minority Job Participation in UDAG projects, including participation as equity investors, owners or rehabilitators of property, prime or subcontractors during development, and vendors and suppliers of goods and services, and 24 CFR § 135.1(a), which regulation requires that opportunities for training and employment arising in connection with the planning and carrying out of any project assisted under any such program be given to lower income persons residing in the area of the project.

The Authority finds that all of the above-mentioned city, state, and federal actions, ordinances, and executive orders cited herein establish a backdrop of public policy and a rational basis which allows the Authority to be definitively aware of the widely recognized problems that face minorities in Boston and the State in the fields of government contracting, construction employment, procurement, and employment in the downtown economy. The Authority finds therefrom that: (1) the underrepresentation of minorities and jobs, contracting, procurement, and the like found by other governmental bodies establishes a strong presumption that such underrepresentation exists in the development of large-scale commercial real estate projects; (2) the governmental actions taken to date to remedy the underrepresentation of

minorities create the presumption that a 30% minority set-aside goal is a reasonable remedial action in Boston where the minority population is 34%; and (3) the existing body of law and remedial actions clearly establishes that a remedial affirmative action program to foster minority equity in a large-scale real estate project is consistent with MBE programs and city, state and federal governmental policies. The Authority therefore finds that it is reasonable and proper for the Authority and other city and state agencies to propose an affirmative action remedy to increase economic opportunity for minorities in the predominately privately financed downtown development economy by establishing a pilot program for the disposition and subsequent redevelopment of the Kingston-Bedford Garage, the Essex Street lot and other related parcels, and Parcel 18 in Roxbury. The Authority therefore resolves as expressed below in section 7.

5. THE REQUIREMENTS OF LAW TO ESTABLISH
AN AFFIRMATIVE ACTION PROGRAM

WHEREAS, the courts of the United States have recognized and approved affirmative action set-aside programs which come within narrowly-defined parameters; and whereas the parcel to parcel linkage program for the development of the Kingston-Bedford/Parcel 18 project represents an affirmative action set-aside program, the Authority hereby takes due notice of the legal requisites for promulgating such a program:

- o The governmental body adopting the plan must have the authority to choose such a remedy: The Authority is clearly an entity competent to adopt and implement an affirmative action plan. The Authority acts as a redevelopment authority pursuant to M.G.L. c.121B; as the State Housing Board in connection with the administration of urban renewal projects pursuant to M.G.L. c.121A; and as the Planning Board of the City of Boston pursuant to M.G.L. c.41, s.70. Moreover, in the case of the Parcel 18 Project, the Authority is explicitly authorized by agreement to act as the agent for the Commonwealth of Massachusetts, the City of Boston, and the MBTA, to create and implement a plan for the development of that parcel of land. (Agreement of July 31, 1985.)

- o The Plan must have a valid remedial aim, designed to eliminate the effects of past discrimination: The Authority has herein referenced numerous studies, reports and statistical data, collected and compiled by the Authority in its role as the Planning Board of the City of Boston, and has herein determined that this program is necessary to remedy the exclusion and under-representation of minorities at all levels of the development process, and to enable minorities to share in the economic benefits of the sale of a city asset.
- o The plan must be narrowly tailored to its remedial aim: The Kingston-Bedford/Parcel 18 set-aside plan is a demonstration program, and as such it is necessarily of finite duration and scope. As a thirty (30%) percent/seventy (70%) percent minority/majority joint venture, the plan's effects on the non-minority population would be deemed minimal under existing judicial standards. This demonstration program, as specified further herein, also requires that any minority business designated as a developer on this project have specified capital and capacity to meet the proposed set-aside. The program therefore responds to businesses which are already able to meet these requirements, and who can thereby share in previously curtailed opportunities.

6. THE BRA IS THE AGENCY LEGALLY COMPETENT TO DETERMINE THE NEED FOR AFFIRMATIVE ACTION REMEDIES AND IS AUTHORIZED BY LAW TO ACT AS AN AGENT TO CARRY-OUT THIS PURPOSE

WHEREAS, the Authority is the Planning Board for the City of Boston, pursuant to M.G.L. c.41, ss.70-72. Its duties include studying the resources and the needs of the City, and making plans for its future development. In addition, the Ordinances of Boston, 1952, c.9, s.3, calls for the Planning Board of Boston to make studies of resources and needs of the City, to review and recommend City planning policy and to encourage and promote the orderly development of the City by consultation, cooperation and liaison with public and private groups. See, Simonian v. Boston Redevelopment Authority, 174 N.E.2d 429 431 (1961).

The Authority has a staff of approximately 300 persons, 20 of whom work on the area of research and 35 of whom function as city planners. The Authority regularly conducts studies of all phases of the economy of the City of Boston, and how past and future development impacts and will impact on

the lives of the citizens of Boston. The Authority prepares numerous reports annually to carry out this responsibility, and has generated extensive expertise in all areas relating to development in Boston in the twenty-six years of its existence.

The Authority also is the agency in Boston charged with the responsibility for determining if and where urban renewal projects should be undertaken pursuant to M.G.L. c.121A and for M.G.L. c.121B. Under either statutory mandate it is the Authority which has the dual charge of being knowledgeable as to the economic realities of the Boston economy and the impact of proposed urban renewal projects in the public interest.

Aside from its own authority to acquire and dispose of its own land, the Authority also has the legal capacity to act as agent for the Public Facilities Department of the City of Boston for disposition of land pursuant to St.1966, c.642, s.3(F)(ii) and s.12. See, Boston Preservation Alliance, Inc. v. Secretary of Environmental Affairs, 369 Mass. 489, 487 N.E.2d 197, 202 (1986). On November 16, 1982, the Public Facilities Department voted to delegate to the BRA the authority to study and establish goals and criteria for the disposition and future development of five municipal parking properties in Boston, including the Kingston-Bedford garage.

For these reasons, the Authority has been specifically required by agreement of Michael Dukakis, Governor of this Commonwealth, and Raymond L. Flynn, Mayor of the City of Boston, dated July 31, 1985 to act as development agent for the State, MBTA and City in the development of Parcel 18. It is the agency most capable of carrying out this responsibility in the City or State government.

7. RESOLVES

THEREFORE, be it resolved that the Authority adopts a report which sets out program and policy requirements for the development of the Kingston-Bedford garage, the Essex Street lot, and Parcel 18, the report being entitled "Parcel to Parcel Linkage Program: Kingston-Bedford/Parcel 18." The goals and objectives of the Parcel to Parcel Linkage Program, as contained in the above-cited report, are also hereby specifically adopted; these goals and objectives for the development are to:

- o create opportunities for minority developers and individuals to be equity participants in both downtown and neighborhood development;
- o establish a neighborhood development opportunities through project residuals and other funds to replace funds that have been or will be cut by the federal government;
- o expand housing opportunities for low, moderate, and middle income people in the impacted neighborhood by using linkage funds and acquisition proceeds;
- o create more jobs, both permanent and construction, and more job training programs funded by linkage to ensure that new jobs go to Boston residents;
- o increase enterprise and success for minority businesses through participation in development activities and provision of affordable retail space for community-based businesses both downtown and in the neighborhood;
- o improve the quality of life through excellent urban design and the addition of plazas, open spaces, and cultural facilities; and
- o fulfill the community's vision for the Southwest Corridor by planning development that would create jobs, more housing, and equity opportunities for area residents.

THEREFORE, be it resolved that the Authority hereby recommends that the City of Boston, acting by and through its Public Facilities Commission and other agencies as appropriate, adopt the parcel to parcel linkage program; and that such agencies effectuate the program by taking the necessary actions, including but not limited to delegating to the Authority the power to act as development agent with respect to the Essex Street lot, as such lot is intergral to the Kingston-Bedford garage redevelopment.

THEREFORE, be it resolved that in accordance with the Authority's role as development agent pursuant to a July 31, 1985 agreement between the Authority, state, city, and Parcel 18 Task Force, the Authority hereby recommends that the Massachusetts Bay Transportation Authority (MBTA) adopt the policies set forth in the report entitled "Parcel to Parcel Linkage Program: Kingston-Bedford/Parcel 18", as amended by the Request for Qualifications (RFQ) and as amended with the concurrence of the Parcel 18 Task Force and the Chinatown/South Cove Neighborhood Council, as further outlined in the State Environmental Impact process as contained in the State Environmental Notification Form (ENF), and that the MBTA authorize the Authority, acting as its development agent, to solicit development interest by the issuance of the Kingston-Bedford/Parcel 18 Request for Qualifications, a copy of which is attached.

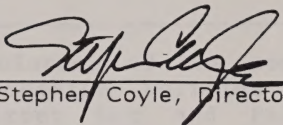
THEREFORE, be it resolved that insofar as the Boston Redevelopment Authority acquires title to any of the parcels that are an integral part of the Kingston-Bedford Garage development or the Essex Street lot or the MBTA land, the Authority hereby adopts the policies set forth in the report entitled, "Parcel to Parcel Linkage Program: Kingston-Bedford/Parcel 18" as amended by the Request for Qualifications (RFQ) and as amended with the concurrence of the Parcel 18 Task Force and the Chinatown/South Cove Neighborhood Council, and as the project is further outlined in the State environmental impact process as contained in the ENF, which policies will govern all the Authority's dispositions relating to the above-referenced parcels.

THEREFORE, be it resolved that the Authority deems the Parcel to Parcel Linkage Program to be of critical importance to the health, safety and

welfare of the City of Boston, and therefore to the Commonwealth of Massachusetts, and that in accordance with this determination, the Authority advises each governmental agency involved in the approval process of the program to act with all deliberate speed in carrying out the necessary actions to bring the project to fruition.

Date: September 25, 1986

Respectfully submitted,



Stephen Coyle, Director

COMMONWEALTH OF MASSACHUSETTS

SUFFOLK, SS.

Boston

Then personally appeared before me the above-named Stephen Coyle, Director of the Boston Redevelopment Authority, who executed the foregoing instrument and acknowledged the same to be his free act and deed.

Notary Public

My Commission expires August 3, 1990.

MEMORANDUM

September 25, 1986

TO: BOSTON REDEVELOPMENT AUTHORITY AND
STEPHEN COYLE, DIRECTOR

FROM: RICARDO A. MILLETT, ASSISTANT DIRECTOR OF NEIGHBORHOOD
HOUSING AND DEVELOPMENT
IVY DILWORTH, COUNSEL

SUBJECT: REQUEST ADOPTION OF "RESOLUTION OF THE BOSTON REDEVELOPMENT
AUTHORITY REGARDING DISPOSITION POLICIES FOR THE
KINGSTON-BEDFORD GARAGE, ESSEX STREET LOT, AND
PARCEL 18."

Accompanying this memorandum is a "Resolution of the Boston Redevelopment Authority Regarding Disposition Policies for the Kingston-Bedford Garage, Essex Street Lot and Parcel 18". The Resolution is the basis of the Request for Qualifications ("RFQ") for the first parcel to parcel linkage project, Kingston-Bedford Essex Street and Parcel 18, which is also appended. The RFQ has been amended with the concurrence of the reviewing bodies for this project, the Parcel 18+ Task Force and the Chinatown/South Cove Neighborhood Council. These groups have had continued involvement in the development and implementation of the project thus far, including hundreds of hours of meetings with BRA staff, and involvement in the MEPA process, and the review of the RFQ. They will also have a role in review of responses to the RFQ and review of developer proposals.

The RFQ for Kingston-Bedford/Essex Street and Parcel 18 solicits interest from minority developers, including community based organizations, and Minority Business Enterprises (MBE's). Selection of the minority partner will be based on the extent to which teams meet the program objectives. These include:

1. Provision of opportunities for MBE's.
2. Contributions to the supply of affordable housing.
3. Funding community development.
4. Increasing employment and employment training.
5. Creating appropriate urban design.
6. Community review and participation.

Particular weight will be given to submissions that demonstrate a commitment to providing maximum benefits to the impacted communities.

MEMORANDUM

September 25, 1986

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STEPHEN COYLE, DIRECTOR

FROM: RICARDO A. MILLETT, ASSISTANT DIRECTOR OF NEIGHBORHOOD
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6. Community review and participation.

Particular weight will be given to submissions that demonstrate a commitment to providing maximum benefits to the impacted communities.

The RFQ is the first step in a two step process. An RFP will be issued as a second step to select the majority partner. The RFP will solicit final development proposals that will be judged on the extent to which they provide investment opportunities and decision-making roles to minority partners, including community based organizations, and on the extent to which these minority partners are widely drawn from the non-white populations of the two project communities, Roxbury and Chinatown.

The RFQ has a unique feature: it solicits MBE participation in a clearinghouse listing. One of the requirements of the competition is at least 30% MBE participation in the various aspects of the project (development, construction, operation/maintenance). The listing will be made available to developers assembling teams in the proposal stage and at all other stages where developers and general contractors will retain MBE's.

It is therefore requested that you adopt the accompanying resolution as respectfully submitted by Stephen Coyle, Director.

MEMORANDUM

September 25, 1986

TO: BOSTON REDEVELOPMENT AUTHORITY AND
STEPHEN COYLE, DIRECTOR

FROM: RICARDO A. MILLETT, ASSISTANT DIRECTOR OF NEIGHBORHOOD
HOUSING AND DEVELOPMENT
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It is therefore requested that you adopt the accompanying resolution as respectfully submitted by Stephen Coyle, Director.

CERTIFICATE OF VOTE

Document No. 4805
9/25/86 BD PKC
(See file #23 top drawer)

The undersigned hereby certifies as follows:

(1) That he is the duly qualified and acting Secretary of the Boston Redevelopment Authority, hereinafter called the Authority, and the keeper of the records, including the journal of proceedings of the Authority.

(2) That the following is a true and correct copy of a vote as finally adopted at a meeting of the Authority held on September 25, 1986 and duly recorded in this office:

On motion duly made and seconded, it was unanimously

VOTED: To take out of order and consider a memorandum dated September 25, 1986 with an accompanying Resolution respectfully submitted by Stephen Coyle, Director, which requests the adoption of such Resolution, entitled "Resolution of the Boston Redevelopment Authority Regarding Disposition Policies for the Kingston-Bedford Garage, Essex Street Lot, and Parcel 18", attached to which were copies of a Resolution.

Accompanying the Resolution were a notebook entitled "Parcel to Parcel Linkage Program Project 1 Kingston-Bedford/Essex & Parcel 18", the contents of which included the following: Support Letter from Mayor Raymond L. Flynn; a Resolution entitled, "Resolution of the Boston Redevelopment Authority Regarding Disposition Policies for the Kingston-Bedford Garage, Essex Street Lot, and Parcel 18"; Executive Order Encouraging Minority Business Enterprise; Ordinance Establishing Boston Residents Jobs Policy; Executive Order Extending the Boston Residents Jobs Policy; City Council 17F Order - Development Guidelines for the Dudley Square Development District; Ordinance Establishing the Boston Employment Commission; Governor's Executive Order No. 237 Minority Business Development; Regulations of the Department of Housing and Urban Development Pertaining to Urban Development Action Grant (UDAG) Eligibility; RFQ - Minority Business Enterprises; and the following reports: (1) Environmental Notification Form - Kingston-Bedford Garage/Essex Street Lot; (2) Certificate of the Secretary of Environmental Affairs - Kingston-Bedford Garage/Essex Street Lot; (3) Environmental Notification Form - Parcel 18; (4) Certificate of the Secretary of Environmental Affairs - Parcel 18; (5) "New Directions in Roxbury," 1985; (6) "A Profile of Jamaica Plain and its Neighborhoods," 1986; (7) "Profile

of Boston's Chinatown Neighborhood," 1986; (8) "Demographic Profile of Downtown Boston in 1980," 1985; (9) "Demographics and Housing in the South End, the City of Boston and the Boston SMSA: A Profile," 1986; (10) "A Profile of Roxbury," 1986; (11) "Property Values, Taxes and Land Use in Roxbury, 1940-1984," 1985; (12) "Expanding Home Ownership Opportunities in Roxbury," 1985; (13) "A Survey of Attitudes Toward Development in Roxbury," 1985; (14) "Public Investment in Infrastructure and Housing in Roxbury and Uphams Corner -- Electoral District Seven Background Information," 1984; (15) "Trends in Housing Values and Property Taxes, by Neighborhoods," 1986; (16) "The Job Outlook in the Boston Area for Selected Occupations, 1985-1990," 1986; (17) "Boston's 1985 Housing Stock & Comparisons," 1985; (18) "Boston's Changing Housing Patterns, 1980-85," 1986; (19) "The Boston Housing Market and Its Future Perspective," 1985; (20) "Boston Housing Authority Housing Occupancy, Rehabilitation and Conversion Plans Update," 1985; (21) "Update on Additions to Boston's Condominium Stock through December 31, 1985," 1986; (22) "Housing Shortage," 1986; (23) "Indicators of Minority Participation in Boston's Growing Economy," 1986; (24) "Black-Owned Business Enterprise in the City of Boston, and the Black Labor Force," 1986; (25) "Summary Analysis of the Neighborhood Development Employment Agency Housing Condition Survey, 1984-1985, with Comparisons with the 1974 BRA/Building Inspection Department Survey," 1985; (26) "Boston Artists in Residence; the Crisis in Artist Housing; Some Proposed Solutions," 1986; (27) "Boston Population and Housing by Neighborhood Areas, 1980; Demographic Information From the U.S. Bureau of the Census," 1983; (28) "Profile of Employment by Occupations for Three Hypothetical Development Alternatives on Parcel 18, Roxbury," 1986; (29) "Hidden Housing Production: Conversion Activity in the City of Boston," 1986; (30) "The Revitalization of Downtown Boston; History,

Assessment and Case Studies; Draft of the 'Boston' Chapter for 'Cities Reborn' Forthcoming Publication of the Urban Land Institute," 1986; (31) "Boston: Economic and Demographic Information," Appendix C, From "\$65,000,000 City of Boston General Obligation Bonds, 1986 Series A," 1986; (32) "Housing Production in Boston: A Review of Supply, Inventory of Activity, and Issues for the Future," 1986; (33) "Boston Economy 1986," 1986; (34) "Harnessing the Growth Economy for Jobs for Boston Resident Workers," 1986; (35) "Expanding the Supply of Housing in Boston," 1986; (36) "The Boston Office Market and Its Management; The Present and Future of the Downtown-Financial District Office Market (Draft Background Notes for a Presentation to the Federal Reserve Bank of Boston by Stephen Coyle, Director)," 1986; (37) "Boston Economy: Recent Trends and Projections to the Year 2000"; (38) "Parcel to Parcel Linkage Program Interim Report," 1986; (39) "Downtown Project I," 1985; (40) "Downtown Project II," 1986; (41) Population Projections for Boston and for "The Future of Boston's Poor; Boston's City Hospital Neighborhoods - by Race, Ethnicity, Age, Income, and Poverty Status to the Year 2000," 1985; (42) "Diversity and Change in Boston Neighborhoods," 1985; (43) "Population and Housing Profiles; Information From the 1980 Census, With Some 1970 Comparisons, For Selected Electoral Districts and Their Neighborhood Areas," 1984; (44) "The Boston Economy, 1985," 1985; (45) "Boston, Dallas, Denver, San Francisco, - A Comparative Demographic and Economic Profile," 1985; (46) "Boston at Mid-Decade, Findings of the 1985 Household Survey; Health Insurance and Medicaid Coverage," 1986; (47) "Boston at Mid-Decade, Findings of the 1985 Household Survey; Demographic Characteristics," 1986; (48) "Boston at Mid-Decade, Findings of the 1985 Household Survey; Characteristics of Housing," 1986.

Mayor Raymond L. Flynn addressed the Authority in strong support of this proposal. The Chairman made a part of the record a letter dated September 25, 1986 from Mayor Raymond L. Flynn.

Also addressing the Authority in support of this proposal were City Council President Bruce Bolling; Mr. Francis Chang of the South Cove/Chinatown Neighborhood Council; Mr. John Cruz, of the Contractor's Association of Boston; Mr. Richard Taylor, President of the Minority Development Association; State Representative Gloria Fox; Mr. Marvin Gilmore of the Parcel 18+ Task Force; Mr. Joseph Warren of the Parcel 18+ Task Force; Mr. Yuk Sung of the Chinese Economic Development Council, Inc.; Ms. Consuelo Thornell of Bell Associates; Ms. Dee Primm, liaison for the Southwest Corridor Project; Mr. Davis Woo, President of the Chinese Consolidated Benevolent Association; Mr. Don Polk of the Urban League; Ms. Hattie Dudley on behalf of the residents of the Mission Hill Extension; Dr. Hassan Minor President, The Partnership; Ms. Mary Wilston-McEntee; Mr. Stephen Yee of the Chinatown-South Cove Neighborhood Council; Mr. Patrick Clancy of the Greater Boston Community Development Corporation; and Mr. Robert McKay of Citizens Housing and Planning Association (CHAPA).

The Chairman read into the record letters of support from Ms. Hattie Dudley, on behalf of the residents of the Mission Hill Extension; Mr. Chau-Ming Lee of the Chinese American Civic Association Inc., Mr. Laurence Cheng of the Chinatown Housing and Land Development Task Force; and Mr. Yuk Sung of the Chinese Economic Development Council, Inc; Mr. Richard Taylor, President of the Minority Developers Association; Mr. Marvin Gilmore of the Parcel 18+ Task Force; Ms. Carol Lee, Ms. Suzanne Lee and Mr. David Wong of the Chinatown - South Cove Neighborhood Council; Rev. Charles R. Stith of the Organization for a New Equality; Ms. Shirley Carrington, Executive Director of the Roxbury Multi-Service Center; Ms. Consuelo Thornell of Bell Associates; Mr. Cornell Brown of Brown, Ng Co., Inc.; Mr. Richard L. Friedman, President of Carpenter and Company Inc.; and a statement from Mr. Francis Chang, Executive Director of the South Cove Community Health Center.

The Chairman stated that many more persons present had requested to speak in favor of the Resolution but that sufficient time was unavailable to hear each of them speak in support. The Chairman requested that persons in support of the Resolution, but unable to speak, could submit letters in support and that such letters would be incorporated into the record.

A Resolution entitled, "Resolution of the Boston Redevelopment Authority Regarding Disposition Policies for the Kingston-Bedford Garage, Essex Street Lot, and Parcel 18" was introduced, read and considered.

On motion duly made and seconded, it was unanimously

VOTED: That the Authority hereby adopts the Resolution entitled, "Resolution of the Boston Redevelopment Authority Regarding Disposition Policies for the Kingston-Bedford Garage, Essex Street Lot, and Parcel 18" and which Resolution incorporates the policies set forth in the report entitled, "Parcel to Parcel Linkage Program: Kingston-Bedford/Parcel 18" as amended by the RFQ and as amended with the concurrence of the Parcel 18 Task Force and the Chinatown/South Cove Neighborhood Council.

The aforementioned Resolution; notebook entitled "Parcel to Parcel Linkage Program Project 1 Kingston-Bedford/Essex & Parcel 18"; and 48 accompanying reports are filed in the Document Book of the Authority as Document No. 4805.

(3) That said meeting was duly convened and held in all respects in accordance with law, and to the extent required by law, due and proper notice of such meeting was given; that a legal quorum was present throughout the meeting, and a legally sufficient number of members of the Authority voted in a proper manner and all other requirements and proceedings under law incident to the proper adoption or the passage of said vote have been duly fulfilled, carried out and otherwise observed.

(4) That the document to which this certificate is attached is in substantially the form as that presented to said meeting.

(5) That if an impression of the seal has been affixed below, it constitutes the official seal of the Boston Redevelopment Authority and this certificate is hereby executed under such official seal.

(6) That Stephen Coyle is the Director of this Authority.

(7) That the undersigned is duly authorized to execute this certificate.

IN WITNESS WHEREOF the undersigned has hereunto set his hand this 7th day of October, 1986.

BOSTON REDEVELOPMENT AUTHORITY

By Karz Simonian
Secretary

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